

The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.

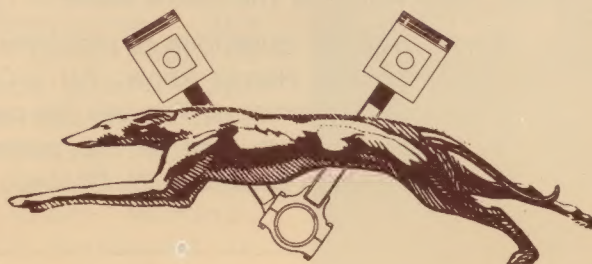


VOLUME 23 NO. 1

JANUARY-FEBRUARY 1984



1921 FACTORY FRESH



The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

821 W. Chicago St.

Algonquin, Il. 60102

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THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

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INCREASE IN PRICES Special Projects

1. 1924-1930 Lincoln Service Bulletins	\$ 40.00
2. 1931-1935 Lincoln Service Bulletins	35.00
3. Index for 1924-1935 Service Bulletins	8.00
4. Authentic Covers for 1924-1935 Lincoln Service Bulletins	10.00
5. L Lincoln Shop Manual	25.00
6. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards)	15.00
7. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards)	20.00
8. Back issues of The Fork & Blade	3.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, 821 W. Chicago St., Algonquin, Il. 60102.



Boulevard, Hollywood, California. She traded in two 1928 Lincolns at the Maddux Lincoln Agency in Beverly Hills. The price was a little over \$5,000 delivered.

Mrs. Mayer moved to Semi near Santa Susana in 1939. Western movies were filmed in this area about 25 miles north of Hollywood. She sold the Lincoln in 1954.

The second owner drove the car to San Jose shortly after buying it. He had heard about a car collector in San Jose who was buying every Lincoln he could get his hands on. The car changed hands again.

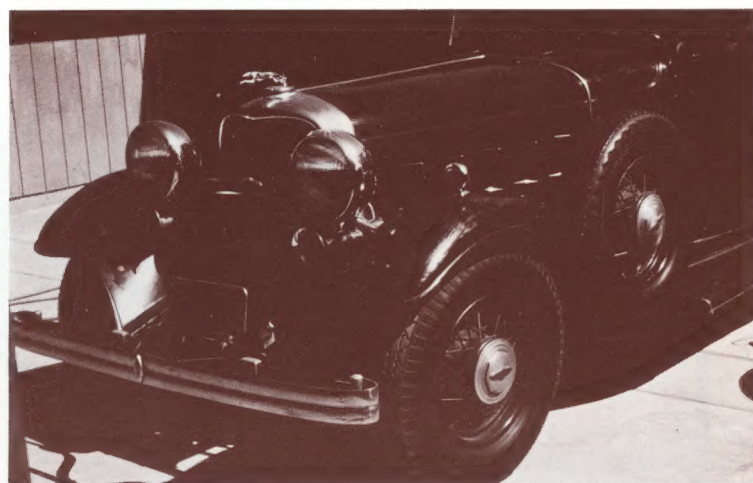
One day in 1965 I walked into the garage of the most ardent car collector I've ever known. His collection totaled around 100 cars, over half of them Lincolns. My favorite of all his cars was an all original 1932 maroon LeBaron, it was the Mayer car. I didn't think

1932

LeBaron

Lincoln

By
Mike Cormany



In 1932, Madeline Mayer took delivery of her new Lincoln K B LeBaron Convertible Roadster. She special ordered the dark reddish maroon color with black pin stripping and fenders, and Eagle Ottawa red leather. The factory records show her car, #KB 994, as being the only one painted Mikado Maroon. Only one other Lincoln produced in 1932 had the same color upholstery. Mrs. Mayer lived at 8195 Hollywood

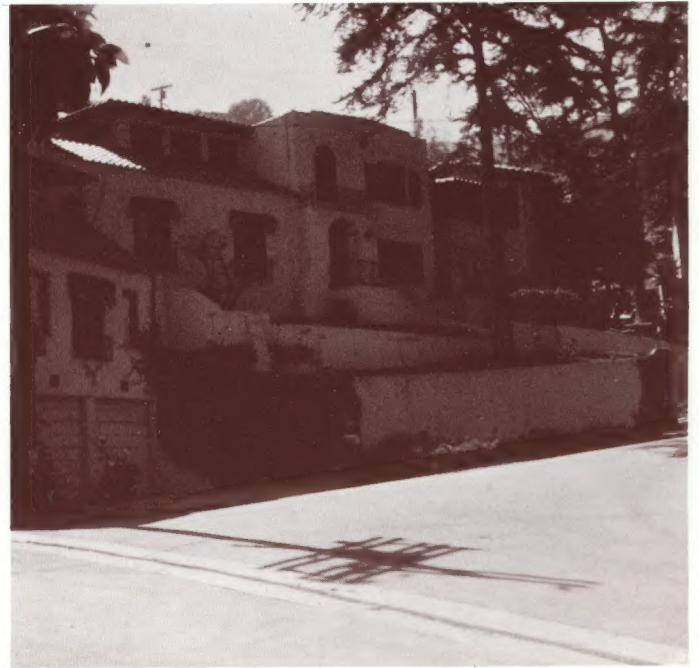
this car would ever be for sale, but twelve years later it was mine.

The car is all original except for the truck tires and cigar lighter. It is complete now, after finding the rumble seat foot rest. The odometer reads 37,732 miles. I think the mileage is correct because of the lack of wear on the accelerator pedal and running boards and the overall condition.

The most fun in owning this car - is driving it. The engine has a turbine kind of power, smooth and lots of torque. The steering is light and fast. The car handles very well, flat turns and very stable. The steering wheel is big the shift knob is big, the overall feel of this car is that it is very big, but not clumsy. The power brakes stop the car fast and smooth. When the free wheeling is engaged, I can shift into second and third without using the clutch. I usually drive on the highway at fifty-five and I have had it up to seventy.

At the present time I am trying to decide whether to keep the car in original condition or restore it.

This summer while I was on vacation I found Mrs. Mayer's five-bedroom, five-bath home in the western foothills of Hollywood.



MADELINE MAYER'S HOME

Ginny Says

LAMPSHADE CARE

No, it isn't a good idea to leave the cellophane protector on lampshades, and here's why: The heat from the lamp bulb will cause the cellophane to shrink and that may pull your lampshades out of shape. Besides, it may cause streaks on your beautiful shades. It is better to remove the cellophane before you use the shades.

GLASS CARE

*Rub in a little lemon juice. Dry with paper towels and shine with newspaper for a sparkling table.
*Toothpaste will remove small scratches from glass.

WATERING MADE EASY

If you have potted plants in your home, but have always found it a messy job to keep them watered, try using a plastic toothbrush holder!

Cut off both ends of the plastic tube. Place one end of the tube in the soil in the flowerpot and fill it with water about once a week (depending on the size of the plant).

This saves a great deal of time and avoids wet table tops.

A hint for watering small plants: Use an empty plastic catsup or mustard squeeze - type container partly filled with water. As the water squirts in a stream, there is no chance of overflowing or drowning the plant.

New Orleans Warms Up To The Lincoln

IN EASTER FASHION
SHOW LINCOLN CARS
PILOTED BY FASHION-
ABLE DRIVERS TAKE
MAJORITY OF HONORS



PHOTOGRAPHS BY FORD MOTOR CO. OF NEW ORLEANS



Above and at the left is shown the Lincoln touring car which Miss Yvonne Deynoodt and her companions twice drove to victory.

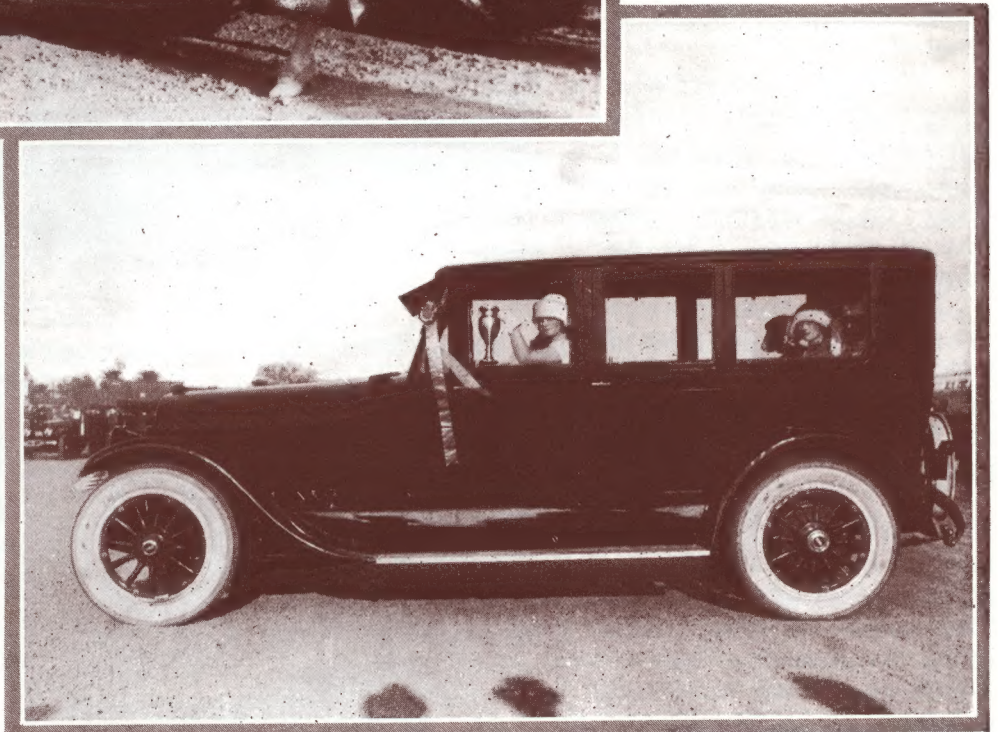
First they carried off premier honors in the touring car class. Then, when all the winning drivers were called back for the award of the Grand Prize, the same Lincoln with its driver and passengers won by a comfortable margin.

Accompanying Miss Deynoodt are the Misses Haydee Lafaye, Louise Buckner, Helen Spranley and Gladys McMurdo

In the closed car class the Lincoln limousine shown at the right took first prize.

It was driven by Miss Vera Du Vernay, who was accompanied by the Misses Catherine Dyer, Elsa Manson and Elvira Abaunza.

Among the more prominent of the judges were the former Governor of Pennsylvania, John K. Tener; J. Edgar Masters, Grand Exalted Ruler of the Elks and Roland Brown, his secretary; Bruce Campbell, Past Grand Exalted Ruler of East St. Louis; Waldo M. Pitkin, Exalted Ruler of the New Orleans Lodge and Fred C. Robinson, Grand Secretary, of Chicago





HAVING FUN IS HARD WORK

By George Corse

It all started very innocently on a Sunday in June when five people, with nothing else to do, piled into a 1929 Lincoln touring car for a fun type trip in the country. Our goal was to make it to a barn outside of West Chester, PA where we planned a picnic in the shade and fun and games on a blanket.

As the trip was started, it was noticed that the old car ran just grand on the level and down hill it roared along at speeds up to and including 48 MPH. The upgrades were another story - we could hardly make the slightest hill without down shifting to second gear and several times to low. Each shift however, was completed neatly with a double clutch.

Since the Lincoln had been sitting idle for seven months, we guessed that maybe the gas had gone bad or the plugs were fouled and that in a short time, full power would return. So far, that was the worst joke of the day.

As we cruised along West Chester Pike our speed continued to falter and we knew we were in trouble when an elderly lady jogger waved as she passed.

After the car belched twice and then hiccupped, we decided to pull over and look for the problem. The hood of the car had been open only a moment when the crowd of on lookers, tourists and professionally speaking mechanics showed up to help.

Despite the many questions and pieces of advice, it was quickly determined that the cause of the problem was that 4 cylinders are fine for some cars, but on V-8's, 4 cylinders running and 4 cylinders just going for the ride ain't so good. The left bank was on vacation.

Now comes the part about our hero and master magician of the day - let's call him Tom Terrific. As quick as a flash he had the distributor apart and discovered much to our wondering eyes that the flat metal spring on one of the sets of points was broken in two.

The announcement to the crowd brought forth several weird but noteworthy suggestions to remedy and solve the problem.

A young gentleman with a mustache and a pair of baggy Bermuda shorts unscrewed his ball point pen and offered the spring inside as a replacement. A lady reached into her back pack and pulled out a sling shot - made of metal. One of our team members found a red rubber plug in the gutter and believe it or not, that was the solution.

Our Tom Terrific went to work and with his Boy Scout Pen Knife, he whittled and shaped the piece of rubber and then wedged it into the distributor, like magic we had eight cylinders working. Which just proves that the use of a rubber isn't always nefarious. This act of magic

continued

Having fun is hard work

has been submitted to the Guinness Book of World Records. Who else but Tom Terrific could whittle rubber and gain 4 cylinders.

Now I ask you, who is this Tom Terrific? Why he is none other than our Olde Tyme Car Club, President Tom Hespeneheide.

Thanks, Tom !!!

P.S.

Does anyone have a set of points for a 1929 Model "L" Lincoln?



I enjoyed this excerpt from the book "Lincoln America's Car of State" by Maurice Hendry.

Ken Pearson-Editor

The New Zealand Fordist for October 1922 said in part:

'On the last trip of the *SS Niagara* from Vancouver to Auckland we had the opportunity of inspecting one of the latest cars put out by the Lincoln works, which more than bore out the rapturous descriptions we had read of the new baby brother to the Ford. This particular car had been purchased by a Mr Dickson of Melbourne, who was returning from a trip around the world and had promised his wife to bring home the best motor car money could buy. His final selection was a Lincoln at a cost of \$6,000 in America, after a series of astonishing hill tests and a thorough run from San Francisco to Vancouver, which more than satisfied the buyer that he had got the best car the world could produce.

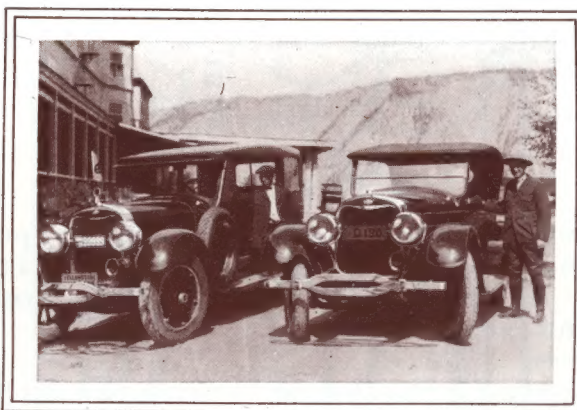
'We suppose the ambition now of every ardent Fordist will be to save enough to buy one of Ford's new brothers and enjoy the luxury of driving one of these pussy-footed space-eating monsters.

THE LINCOLN

ALL touring records from Los Angeles to Yellowstone Park have been broken, according to a recent announcement by the park officials, when James Kane of Los Angeles and C. S. Powell of San Diego completed a run of 2292 miles, via Portland, Oregon, in four and a half days, or 50 hours and 42 minutes running time, using a new Lincoln touring car.

Kane and Powell put the Lincoln over 566 miles of road the first day, between Los Angeles and Sacramento, despite the fact that the machine was "brand new" and had not been driven a mile since its unloading from the factory. Stops overnight were made at Sacramento, Roseburg and Portland, Oregon, and Twin Falls, Idaho. The second day the party reached Roseburg, Oregon, after driving 467 miles, and the next noon, Portland, going 225 miles during the morning hours. After half a day and night with friends in Portland, Kane, on the following day, drove from Portland to Twin Falls, Idaho, a distance of 601 miles. The last day of the trip covered 433

The Lincoln Makes a Record Run



Two Lincolns in service, Yellowstone Park
Albright congratulates E. S. Powell



SEPTEMBER-OCTOBER, 1925 miles, the men reaching Mammoth Hotel at the north end of the Yellowstone loop, having entered the west entrance of the park earlier in the day.

According to the party, the entire trip was made in high gear, gasoline used totaling 204 gallons, or 11¼ miles to the gallon. They also stated that the water was not changed or added to during the trip.

In Yellowstone, the Lincoln was sent up Mt. Washburn in second gear, and was driven over most of the mountain passes in high gear under restrained speed.

From the lowlands, the winding roads sweep to dizzy heights, making it necessary to climb grades that seem impassable. The ease with which the Lincoln covered the most difficult mountain roads created a profound impression upon spectators and passengers who were privileged to participate in this remarkable event.

Kane and Powell were welcomed to Mammoth Hot Springs by Superintendent Albright, of the National Park Service, who congratulated them on the record run.

Message From The Presidents Desk

Being elected as your new president for the year of 1984, with the holidays behind us, and starting the New Year. We in the North are looking for the winter to end, and the 1984 National Meet of the Lincoln Owners' Club.

I've never been in St. Louis, but I'm sure you will agree there will be many memorable sights. As time goes on I will keep you informed of all upcoming details of our National Meet.

We will have a most interesting two day schedule planned for the meet that will be enjoyed by all and long remembered.

I look forward to seeing and meeting each and everyone at the Lincoln Owners' Club National Meet, which will be the weekend of June 22-23, 1984 in St. Louis, Missouri.

By having the National Lincoln Owners' Club meet in June, this will give us ample time to make plans for the October Annual Business meeting in Hershey.



Art Caldwell

P.S. The Fork & Blade welcomes your Points of interest as well as Lincoln Parts to buy or sell that you wish to be published.



TIPS ON WHERE TO PURCHASE PARTS FOR 1934 TO 1939 LINCOLNS

BY DEL BEYER

1. If you need a lower radiator hose, it can be purchased at NAPA parts house, NAPA part no. 7826. Then cut off to fit. Be sure to put a wire coil in it. as this is a suction hose, or it will collapse and a hot engine is the result.
2. On some Lincoln bodies, the brown leather is the same as 1934 - 1936 Ford Roadster, and Lebaron Bonney has it. Color is COPRA.
3. On 1935 to 1939, to replace the rubber bushings on the truss rod ends on the left front spring, these are Ford commercial truss rod bushings, from Bob Drake Ford Parts, Grants Pass, Oregon.
4. If you need a new clutch disc, get them from a parts house, THERMOID Parts No. HDS1235.
5. If you are repairing the rear axle, all the bearings and cones are available at a TIMKIN bearing house. If you wish to buy ahead, I will give you a bearing number. Write SAE - D.G.Beyer 5646 Pleasant Hill Rd., Hartford, WI 53027.

LINCOLN Twelve 1935

V-12 Serial No. K-3501 and up**
Series 301 (145" wheelbase)
Series 541 (136" wheelbase)

A. E. A. TUNE-UP SYSTEM

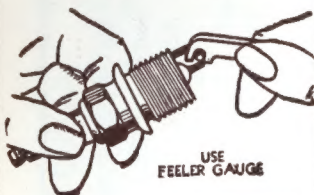
Standards of Adjustment

Automotive Electric Association
Issued November, 1935

Form No. LI-10

IGNITION

SPARK PLUGS



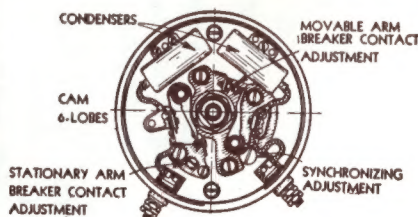
Size 18 mm. Gap .025"
Original Equipment
Champion No. 7

For Cooler or Hotter Type
Consult Champion "Operating Range" Chart*

Distributor



Auto-Lite
IGM-4003
IGM-4003A
Firing Order
1L-2R-5L-4R
3L-1R-6L-5R
2L-3R-4L-6R



Breaker Contact Gap—.018" to .020" (Both breakers alike)
Synchronization—33½° & 26½° Distrib. Cam Degrees (67° & 53° Engine)
Condenser—Part No. IG-2671A, E Capacity—.20 to .25 Mfds.
Rotation—Counterclockwise (viewed from top of distributor)
Manual Advance—10° (Distributor) Panel button control
Automatic Advance—Semi-Automatic—8½° at 1800 R.P.M.**
(Maximum advance in distributor degrees at distributor R.P.M.)

Breaker-Arm Spring

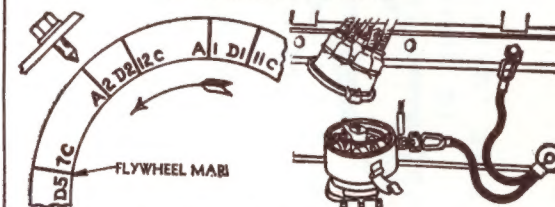


COIL



Auto-Lite
No. CE-4001 L
Two Coils Used.

IGNITION TIMING

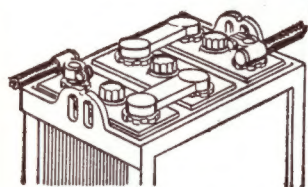


Synchronize—Use rotary spark gap.

Use Timing Lamp—Stationary contacts to open 7° (.020" piston travel) before top dead center (for cylinder 1R), when mark A-2 on flywheel is in line with pointer on flywheel housing. These contacts control right hand coil and fire right bank of cylinders.

STARTING & LIGHTING

BATTERY



EXIDE—Type X-21L
Capacity—147 Amp. Hour.
(20 hr. rate)
Location—On right side
under front floor boards.
Ground—Negative terminal
to frame.

STARTING MOTOR

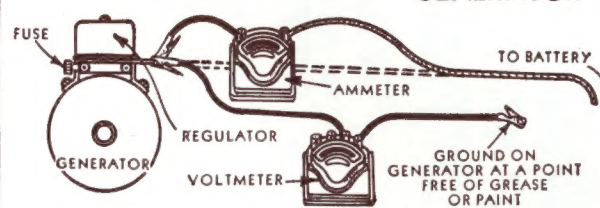


AUTO-LITE No. MAO-4003B

Drive—Bendix (Part No. EB-88)

Free Running Speed—(with Bendix)
2700 (Min.) R.P.M. 44 (Max.) Amps. 5.5 Volts.
Lock Torque (Stalled)—48.5 Ft.Lbs. 975 Amps. 4.0 Volts.
Controls—Solenoid Starter Switch—(Part No. SS-4004)

GENERATOR



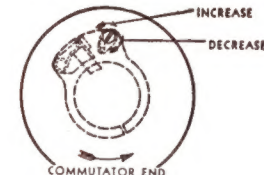
AUTO-LITE No. GBC-4103

Maximum Output Safe Setting:

Cold—21.0 to 23.0 Amps. 8.0 Volts

Regulator (Part No. TC-4305A, TC-4302A) Setting: High to low chg. (points open) 70° F. 8.25 to 8.75 volts. Low to high chg. (points close) 1.1 to 1.3 volts below opening voltage.
Cut-Out Relay (combined with regulator) Closes at 6.75 to 7.5 volts; Opens at .5 to 2.5 Amps. discharge.
Brush Spring Tension—22 to 27 oz. (all brushes) at outer end of spring.

Third Brush Adjustment



VALVES

CLEARANCE

Top Dead
Center Mark
DC 1-11

Engine Cold

Intake—.004"
Exhaust—.006"

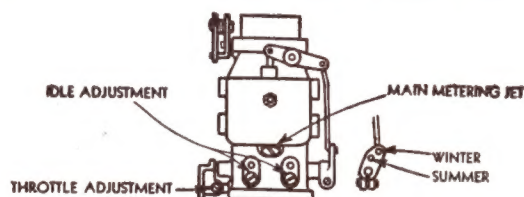
Lash Valves at top dead
center mark as indicated
by flywheel marks.

TIMING

No flywheel marks
for valve timing

INLET VALVES
Open—21° before top
dead center.
Close—49° after top
dead center.
EXHAUST VALVES
Open—57° before top
dead center.
Close—11° after top
dead center.

CARBURETION



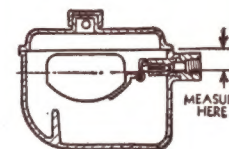
STROMBERG—Model EE-22 (No. A-18042) TYPE—Dual Downdraft

Idle Adjustment—Adjust to smooth running; one barrel at a time.
OUT: To make richer.

Fixed Jets—Main Metering Jet—Size .058" (Part No. P-17004)
By-Pass Jet—No. 53 (Part No. P-19481)

Seasonal Adjustment—For winter driving, set pump link in hole
on long radius. For hot weather, set link in hole on short
radius.

FUEL LEVEL



Fuel Level—9/16" be-
low surface of float
chamber at Fuel
Pump Pressure—3 lb.

COOLING, FUEL & OIL SUPPLY

Cooling System—
Capacity—34 Qts. (U.S. Meas.)
Radiator Flow—Gals. (U.S.) per min.
Thermostat—
Temperature Gauge—King-Seeley No. 5510
Crankcase—Capacity 12 Qts. (U.S. Meas.)
Fuel Feed—Mechanical Pump: AC
(Type I) No. 1521218
Air Cleaner—AC Oil-Wetted*
(with silencer) No. 1525939
Gasoline Gauge—King-Seeley Telegage
Dash Unit—No. 5507
Tank Unit—No. 4903

Oil Level Gauge—
Oil Filter—Pur-O-Lator No. E2.
Ammeter—
Speedometer—Waltham
Vacuum-Operated Devices:
Windshield Wiper—Trico
Service Motor (closed) RSL-503
RSL-505

WE PUBLISH HEREWITH INFORMATION ON NEW MEMBERS.
ADD THESE TO YOUR PRESENT ROSTER. A NEW
ROSTER IS PLANED FOR THE SPRING OF 1985.

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Gerald Sweatt
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Memphis, TN 38117

Lloyd J. Shulman
345 East 69th St.
New York, NY 10021

Al Sorrentino
1752 - 70th St.
Brooklyn, NY 11204

James H. Staats
101 Harlan School Rd.
Somerville, NJ 08876

Dane Taubut
P.O. Box 196
Leonardsville, NY 13364

Dean Watts
Watts Auto Body
RD #5 Box 32A
Ligoner, PA 15658

David M. Wilson
Rt. 2 Box 205
Manhattan, MT 59741

Wayne D. Wilson
6812 Oakdale Dr.
Tampa, FL 33610

John Wolery
503 S. High St.
Columbus, OH 43215

LINCOLN OWNERS' CLUB



1920

1940

The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the L.O.C.

Parts Wanted

Parts

For 1933 Judkins Berline knobs for windshield wiper motors, windshield adjustment arms, gear shift, hand brake, instrument panel light switch, ignition switch, door locks. Stewart Cairns Mrytle Point, R.R.#1, Powell River, B.C. Canada V8A 4Z2.

Needed pair 1935-1936 K running boards, 53" long - 14½ W. front 11" W. rear. Dean Spencer, 23615 Marine V. Drive, Des Moines, WA 98188.

Lincoln Parts Catalogs, and Service Bulletins, 1932 to 1939. Also Show Room Sales Catalogs, including large leather covered ones. Someone had one several years ago at Hershey annual meeting. Now I want to buy them. Del Beyer, 5656 Pleasant Hill Rd., Hartford, WI 53027.

Wanted for 1929 need Carburator float and reel for interior microphone. D.B. Brown, 10 Lancaster Gate, London W2 3LM England.

Parts 1934 Fitting for rear of hood hinge, round knurled knob at front of air cleaner, hollow headed 9/16 fine bolt to hold side mount, cigar lighter with orange center, dome light toggle switch, Right side engine pan, front shock absorber link from arm to axle, starter solenoid, cast aluminum knob like fittings that hold seats in place (go on front bottom wood of seats) jump seats and floor brackets. Charles Q. Chrisman, 2405 E. Lake of the Isles, Minneapolis, Minnesota 55405.

Parts 1930 Lincoln Model "L" 8 primer cups, 1 running board to use as pattern (7 pass. Touring), 1 set running board mouldings suitable for plating (not alum.) 1 steering wheel. Greg Bilpuch, 1325 Heights, Lake Orion, Mich 48035 313-693-4636.

For Sale

- 1939 K Lincoln K9531 Willoughby 7 passenger limousine. Divider window. Excellent running condition. 90% restored. Pictures available.
ALSO
- 1938 Lincoln K9269 7 passenger sedan. Complete but disassembled. Excellent condition. Pictures available. Serious contacts only. Robert C. Eygabroad, 30 Fair Oaks Dr., East Rochester, N.Y. 14445 716-281-8213.
- Parts 4 hub caps for 1933 Lincoln KB-KA good shape. 1 Rear bumper for rear mount tire believed to be pre 1932. Rechromed & back brace good shape. 12 used pistons believed to be standard. 2 sets of 1933-'34 K head gaskets. I would like to sell or trade on lite controls complete and good shape for 1933 4 dr. sedan. Dick Beynon, 4111 N.E. 37th Ave., VanCouver, Wash. 98661 206-693-7651.
- Parts 1936 K, Large beautiful color sales catalog, Xlnt. cond. \$225.00 KB or K, complete set of Xlnt timing chain sprockets W/take up \$300.00., Large K hubcaps \$50-80. ea, front license plate bracket \$45. ea, 37 clock W/flexible windup cable \$ 125. ea, 37 glove box door w/plastic handle \$65., instrument cluster, has fuel, gas gauges etc. \$100., inside & outside door handles \$35. ea, inside window crank handles \$35. ea, K spark plug wire looms w/old wires & cap \$75., KB fan assy \$75., K fan assy \$60., one N.O.S. radiator thermostat \$85., door latch mechanisms \$30. ea, new K distributor cap \$45. ea, 2 Lincoln Hurd door locks w/keys \$75. ea, 1 Lincoln Hurd door lock without key or shank \$50., 37K glass hd lite lens Xlnt \$70., one lens chipped on inside \$50., metal head lite rims (37) \$45. ea. Have 9 very rare British Lincoln magazine ads 1927-1931, all are illustrated, 2 are in color \$90. for all. 7 late series K service bulletins (originals) \$70. for all, gas cap \$65., dome lite \$50., steering wheel \$100., horn button \$50., inside rear view mirror from a Brunn \$100., dash ash tray \$40. S.S.A.E. Prices do not include packaging and postage. Franklin Golisch, 1509 Luray St., Long Beach, CA 90807 213-422-3484.
- 1927-31 Stainless steel wheel nuts highly polished finish - will not rust or peel as do the plated nuts. Please state which side and how many needed of each. They are stamped L for left and R for right. On orders of ten now only \$6.00 each post paid. Send order and check to Bill Walker, RD3, Box 300, Norwich, NY 13815.
- 1934-39 "K" Lincoln Newly spun brass tail light doors, ready for plating, only eight left then no more. \$10.00 each plus \$2.00 shipping. Paul J. Loree, 1914 Colvin Boulevard, Tonawanda, N.Y. 14150
- K cylinder heads. Original. Excellent condition. 2 fender lamps, KB, series. Wheel covers, KB and K series. Miles O'Brien P.O. Box 1008, Seeley, CA 92273 619-352-1256.

For Sale Continued....

1922 Lincoln rolling chassis S/N 4786. Engine in good shape. Car has full dash, fat man steering wheel.
1932 KA Lower radiator splash shield \$120.00.
1931 Spare tire bracket \$100.00
1929 Transmission \$190.00
1932 KA Spark plug wire looms complete \$160.00
1932 KA Lincoln, Victoria blue & black, twice shown at major west coast shows scoring high 90's. Serious inquiries only. William McBee 503-746-8523.

Door & trunk handle escutcheon plate. Beaded rubber mounting pads. \$2.25 each postpaid.
Still have a few 1934 to '39 Fan Belts: 1-1/16" wide X 38 3/4" for \$28.00 postpaid. 4 for \$100.00. Del Beyer, 5646 Pleasant hill Rd., Hartford, WI 53027, 414-673-2561.

A.E.A. tune-up system 9" X 12" cards as illustrated in Nov.-Dec. 1983 Fork & Blade. For Lincoln 8,12, 12A, K, 1932 - 1939 & Zephyr 1936 - 1942. Heavy, enamel stock printed on both sides \$5.00 ea., PP or \$50.00 for all 14. Have one of each. Please send SASE for check return if item sold. Jim Harrigan, 4036-55th St., Des Moines, IA 50310.

1931-38 Xerox copies (unbound) in the original 11" x 11 1/4 size of the following rare and complete catalogs: Lincoln Body Parts List (342 pages) \$55.00/ea., Lincoln Chassis Parts List (239 pages) \$40.00/ea., If purchased together \$85.00. Covers all 12 cylinder models 1931 & 1932. Contains some invaluable illustrations. Prices includes 4th class postage. Bill Sabis, 5715 N.W. 4th Place, Gainesville, FL 32607. 904-372-1530. after 6PM.

1939 K One complete hood for 1939 Lincoln K \$250.00. Dom Pacitti, 6889 Fairwood, Dearborn Heights, MI 48127 days 313-594-2532 nights 313-274-7774.

Paintings Hand paintings painted from snapshots. Done in full color of your own special car by Automotive Illustrator (1,019 paintings done of various old cars since 1962) 33 years experience. Dom Pacitti, 6889 Fairwood, Dearborn Heights, Michigan 48127 Days 313-594-2532, Nights 313-274-7774.

Diverco is now making Hi-speed gear sets for Lincolns. If interested phone Bob Carren 312-479-9434.

NOTICE....

At the October "Hershey" meeting I mentioned to the group that I had talked with NORTHFIELD FORMING of Northfield, Ohio and they said that they could furnish new rubber running board surfaces for 1936-1940 Lincoln autos, both wheelbases. (The short ones would be a cut job.)

The cost would be \$500.00 per pair, with a minimum order of 10 sets. They could be finished in 6 months from date of order. I told them that a number of us were interested and that they would hear from us. So, here is your chance; there probably will be no other. I also talked with L. Steele and he wanted \$1000.00 per pair and many, many thousands to make the molds. NF requires NO mold charge at all. If you wish to participate, send me \$10.00 to show the faith and when I have 10 faiths I will send money and names to them and they will bill you for the balance before making. I saw their products there and they looked very good, even a kind of gloss to them. If we get right on this we could have them on our cars for summer shows and touring.

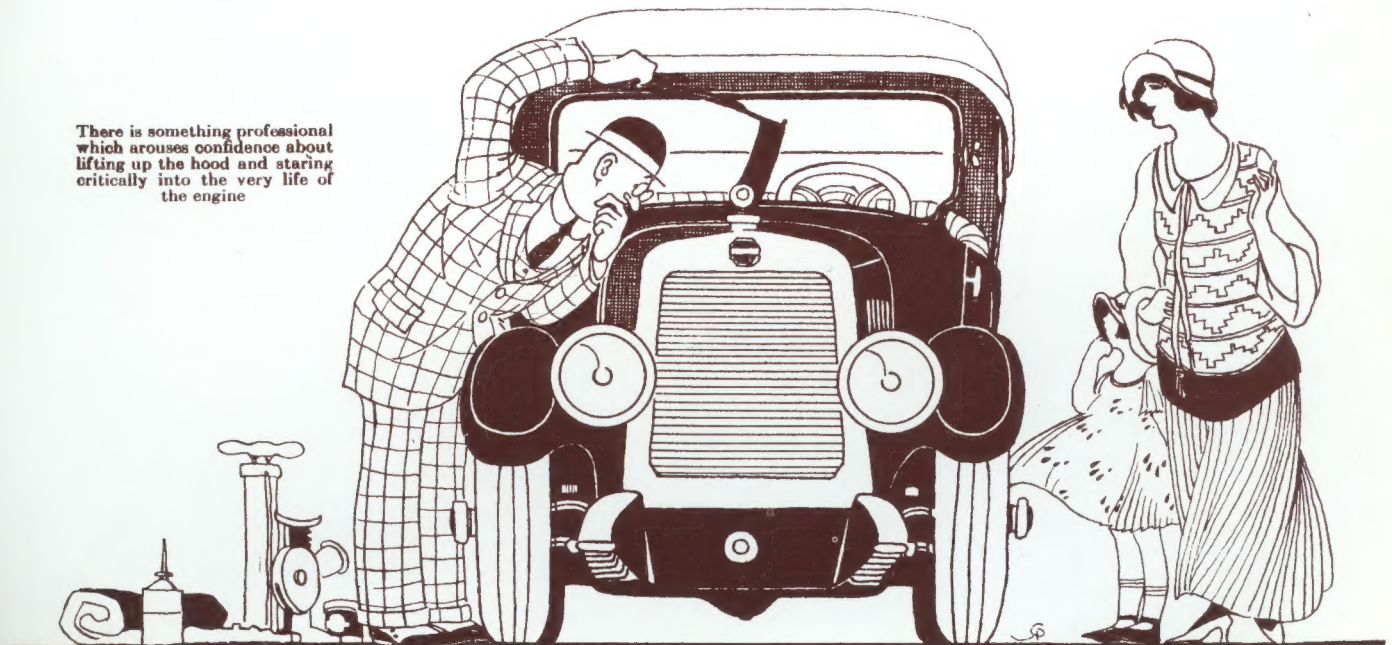
HARRY KAPHINGST
5825 Tower Drive
Woodbury, Minnesota 55125
(612)459-1264

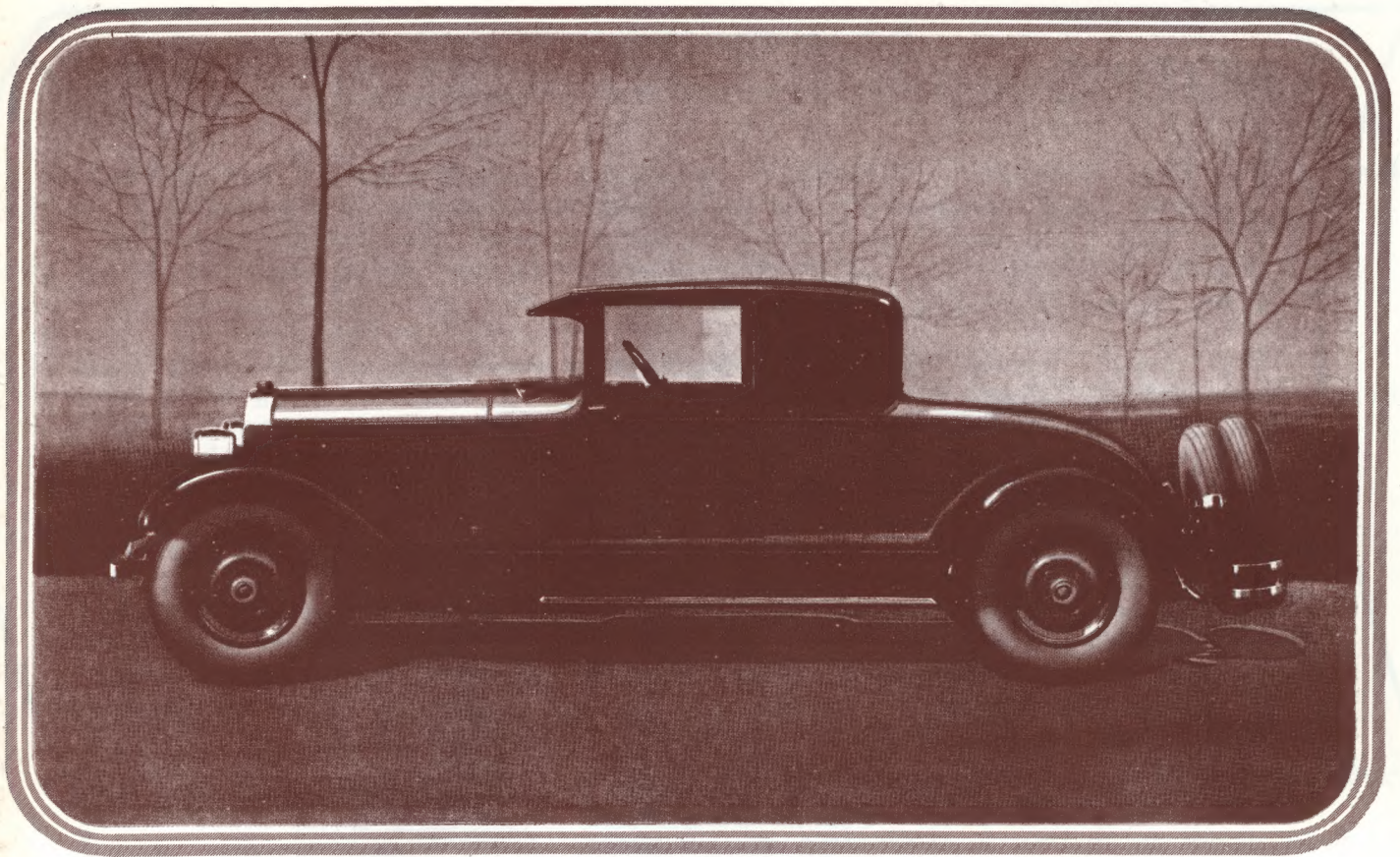
The LINCOLN

JUNE

1923

There is something professional
which arouses confidence about
lifting up the hood and staring
critically into the very life of
the engine





The
Coupe
by
JUDKINS

THIS CAR is long and low, with every appearance of speed and power.

One of the main features is a deck that may be lifted from the rear, affording ample room for a small steamer trunk; in fact, this car has unusually large luggage space.

Behind the driver's seat is another compartment for carrying light luggage, and the top of this compartment, being several inches below the top of the back of the driver's seat, forms a convenient rack for smaller parcels

L I N C O L N